

U.S. Coast Guard Lightships

& Those of the U.S. Lighthouse Service

VESSEL DESIGNATION: LV 74



CAPE ELIZABETH LIGHT-VESSEL, NO. 74, ME.

A print image scanned from the U.S. Lighthouse Service's *List of Lights and Fog Signals on the Atlantic and Gulf Coasts of the United States* [;] Corrected to June 30, 1907, Plate II. (Washington, DC: Government Printing Office, 1907).

YEAR BUILT: 1902

BUILT AT: Petersburg (VA)

APPROPRIATION: ?

BUILDER: Petersburg Iron Works

CONTRACT PRICE: \$88,896

SISTER VESSELS: Except for wood hull, used same lines and plan as LV 72

DESIGN: Steam screw; wood hull; 2 masts with spencers, daymarks at both mast- heads; stack amidships

LENGTH: 129'9" (loa); BEAM: 28'6"; DRAFT: 13'0" (depth); TONNAGE: 495 disp

PROPULSION: Single one cylinder reciprocating steam engine, 380 IHP; also rigged for sail initially

ILLUMINATING APPARATUS: Oil lamps at each masthead (details not found)

FOG SIGNAL: 12" steam chime whistle; hand operated bell

CONSTRUCTION NOTES - MODIFICATIONS & EQUIPMENT CHANGES & IMPROVEMENTS:

- Last wood-hull lightship built by the Lighthouse Service
- 1907: Pitted with submarine bell signal
- 1912: Illuminating apparatus on both masts replaced with acetylene lens lanterns
- 1919: Equipped with radio
- 1926: Aug 10, equipped with radio-beacon
- 1932: Illuminating apparatus electrified; fog signal changed to steam typhon

STATION ASSIGNMENTS:

- 1903-1912: Cape Elizabeth (ME)
- 1912-1931: Portland (ME)
- 1931-1932: Relief (MA)
- 1932-1933: Hen and Chickens (MA)
- (1912: Cape Elizabeth station renamed Portland)

HISTORICAL NOTES:

- 1903: Mar 7, placed on Cape Elizabeth (ME)
- 1903: Jul 1-Oct 6, relieved (by LV 58 from 2d District) for repair
- 1904: Jun 22, broke adrift; replaced on station Jun 27
- 1905: Sep 15-Oct 6, relieved (by LV 58) for repair
- 1905: Dec 13, parted chain and drifted; regained station unassisted next day
- 1906: Jun 26, relieved by tender LILAC, steamed to Portland, returned to station 4 pm same day; Jun 27, again relieved by tender LILAC, steamed to

Portland and hauled for hull cleaning returning to station 8 pm Jun 28
-1906: Dec 5-Jan 11, 1907, relieved (by LV 53); boilers retubed at Portland, deck recaulked
-1907: Jan 15, submarine bell signal placed in operation, striking 7~4
-1911: Feb 25, fire started during night while docked for repairs; extinguished by crew of tender TULIP and others under direction of District Superintendent
-1912: Cape Elizabeth station renamed Portland
-1916: May 17, dragged off station in SE gale; returned to position May 18
-1916: Dec 15, during NE gale, dragged SW of station, returning Dec 17
-1918: Oct 30, off station for a short time due to heavy SE gale: replaced on morning of Oct 31 when weather moderated

More notes: LV 74

-1920: Nov 8, while under repair at Portland ME, fire started below decks; extinguished by lightship crew assisted by crew of tender SHRUB

RETIRED FROM LIGHTSHIP DUTY: 1933; AGE: 31

SUBSEQUENT DISPOSITION: Sold 1934

OFFICERS: LV 74

1903-1916: John E Ladd, Master
1903-1915: Harry Huntley, Mate
1915-1916: Frank A Wilson, Mate
1916-1918: Arthur S Berry, Master
1916-1918: Rufus K Fossett, Mate
1918: Carl A Madsen, Mate
1918: Warren Fossett, Mate
1918-1920: Warren Fossett, Master
1918-1920: Adelbert J Kent, Mate
1920-1923: William Leeman, Mate
1920-1923: Adelbert J Kent Master
1923-1925: William Leeman, Master
1923-1927: Asbury A Hannah, Mate
1925-1927: George K Martin, Master
1927-1931: Asbury A Hannah, Master

PHOTOGRAPHS:



CAPE ELIZABETH LIGHT-VESSEL, NO. 74, ME.

A print image scanned from the U.S. Lighthouse Service's *List of Lights and Fog Signals on the Atlantic and Gulf Coasts of the United States* [;] Corrected to June 30, 1907, Plate II. (Washington, DC: Government Printing Office, 1907).



LV-74, National Archives, courtesy of Art Richmond.

